



General Assembly

Raised Bill No. 584

February Session, 2006

LCO No. **2726**

* SB00584TRAFIN031306 *

Referred to Committee on Transportation

Introduced by:
(TRA)

AN ACT IMPROVING CONNECTICUT RAIL TRANSIT.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

1 Section 1. Section 13b-57h of the general statutes is repealed and the
2 following is substituted in lieu thereof (*Effective July 1, 2006*):

3 (a) The General Assembly approves the principles set forth in
4 section I of the report specified in subdivision (4) of subsection (a) of
5 section 13b-57d, provided no funds from the Transportation Strategy
6 Board projects account, established under section 13b-57r, as amended,
7 shall be authorized for any transportation project except those
8 specified in subsection (b) of this section, provided nothing in this
9 subsection shall preclude any TSB project from being funded, in whole
10 or in part, by other state or federal funds. Funds authorized for any
11 TSB project shall be used only for said project. TSB projects shall be
12 funded from funds authorized for the Transportation Strategy Board
13 only to the extent such funding is not provided from other funds in the
14 Special Transportation Fund or the Infrastructure Improvement Fund
15 created by the senior indenture for special tax obligation bonds.

16 (b) The following TSB projects shall be completed:

17 (1) In the Coastal Corridor TIA, as defined in section 13b-57d:

18 (A) Acquire rolling rail stock, as deemed appropriate by the board,
19 sufficient to add no fewer than two thousand seats for the Metro
20 North-New Haven Line for use in both interstate and intrastate
21 service. All payments received by the state pursuant to any agreement
22 entered into in accordance with subsection (h) of section 13b-34, as
23 amended, involving rolling rail stock used on the Metro North-New
24 Haven Line shall be used exclusively for refurbishing rolling rail stock
25 on and other capital improvements to the Metro North-New Haven
26 Line;

27 (B) Construct or expand stations at Bridgeport, New Haven and
28 Stamford that can accommodate rail service and one or more other
29 modes of transportation and have:

30 (i) Facilities for one thousand or more parking spaces;

31 (ii) Connections to bus and other transit systems;

32 (iii) Opportunity for community revitalization;

33 (iv) Opportunity for transit oriented development;

34 (v) Ease of auto, bus, bicycle and pedestrian access to the station
35 facility;

36 (vi) Potential to attract sufficient riders to support additional
37 express trains;

38 (vii) Operation under control of the state; and

39 (viii) Feeder bus services for passenger rail service;

40 (C) Facilitate use of the Long Island Sound Waterway for passenger
41 and freight movement, including, but not limited to, bulkheading and
42 dredging, upon removal of prohibitions imposed by federal law,
43 expanding passenger facilities, including facilities at the Bridgeport

44 Intermodal Facility, to support high speed ferry service; and

45 (2) In the I-84 Corridor TIA, as defined in section 13b-57d:

46 (A) Establish express bus services from New Haven to Bradley
47 International Airport;

48 (B) Complete the New Britain to Hartford busway and establish
49 other bus rapid transit or light rail service in Hartford and
50 surrounding towns; and

51 (C) Expand rail passenger service on the Norwalk to [Danbury-New
52 Milford] Danbury Branch Line and extend service to New Milford to
53 assist commuter movement on Route 7 and I-95; and

54 (3) In the I-91 Corridor TIA, as defined in section 13b-57d:

55 (A) Upgrade or construct maintenance facilities and parking
56 facilities and upgrade feeder bus services for passenger rail service,
57 particularly along the Metro North-New Haven Line by building a
58 West Haven/Orange train station that includes parking for no less
59 than one thousand cars and building new parking garages at existing
60 stations; and

61 (B) Establish bus service or commuter rail service, as determined in
62 the Hartford-Springfield-New Haven Implementation Study
63 conducted by the department, that runs through New Haven, Hartford
64 and Springfield, with a connection to Bradley International Airport.
65 Complete final studies and begin construction of new stations,
66 refurbishing of existing stations and acquire equipment to implement
67 the study; and

68 (4) In the I-395 Corridor TIA, as defined in section 13b-57d:

69 (A) Establish rail freight service with connections to the port of New
70 London;

71 (B) Expand the frequency of bus service, number of runs and

72 connections within and outside of the region, particularly in and to
73 Norwich and New London and acquire buses sufficient to add no
74 fewer than two hundred seats; and

75 (C) Design and plan for traffic mitigation in southeastern
76 Connecticut, including planning for the extension of Route 11 from its
77 terminus in Salem to the I-95 and I-395 intersect, with appropriate
78 greenway purchases made in accordance with section 13a-142e, as
79 amended; and

80 (5) In the Southeast Corridor TIA, as defined in section 13b-57d:

81 (A) Acquire [rolling rail stock for] three engines and twenty-four
82 coaches to increase service to southeastern Connecticut by the
83 Shoreline East Railroad Line; [sufficient to add no fewer than one
84 thousand seats;]

85 (B) Make operational improvements to highways that improve the
86 flow of traffic on I-95 and I-395; and

87 (6) State-wide:

88 (A) Improve and target marketing by the department of the Deduct-
89 a-Ride program to all eligible employers; and

90 (B) Continue funding the Jobs Access Program.

91 (c) Any TSB project included in subsection (a) of this section
92 requiring expenditures of more than one million dollars shall be
93 accompanied by an economic development plan that specifies the
94 projected economic development benefits of the transportation project
95 to the TIA in which it is located and to the state and that provides for
96 economic development projects that meet one or more of the following
97 criteria:

98 (1) Are generated by the TSB project;

99 (2) Support the TSB project;

100 (3) Maximize the economic benefits of the TSB project; or

101 (4) Utilize the TSB project to maximize the economic benefits of such
102 economic development projects.

103 An economic development plan shall not be required for any TSB
104 project whose sole purpose is public safety.

105 Sec. 2. (*Effective from passage*) The Department of Transportation, in
106 conjunction with the Transportation Strategy Board, shall study the
107 feasibility of building a fuel cell power station to generate power for
108 the New Haven Line. Such study shall include, but not be limited to, a
109 plan for generating a large percentage of the line's peak power needs,
110 as well as serving as a backup in times of emergencies. The
111 Department of Transportation shall report its findings and
112 recommendations, in accordance with the provisions of section 11-4a
113 of the general statutes, to the joint standing committee of the General
114 Assembly having cognizance of matters relating to transportation on
115 or before January 1, 2007.

116 Sec. 3. (*Effective from passage*) The Department of Transportation, in
117 conjunction with the Transportation Strategy Board, shall study the
118 feasibility of creating a commuter rail line from New London to
119 Worcester, Massachusetts. The Department of Transportation shall
120 report its findings and recommendations, in accordance with the
121 provisions of section 11-4a of the general statutes, to the joint standing
122 committee of the General Assembly having cognizance of matters
123 relating to transportation on or before January 1, 2007.

124 Sec. 4. (*Effective July 1, 2006*) (a) For the purposes described in
125 subsection (b) of this section, the State Bond Commission shall have
126 the power, from time to time, to authorize the issuance of bonds of the
127 state in one or more series and in principal amounts not exceeding in
128 the aggregate five hundred ninety-five million dollars.

129 (b) The proceeds of the sale of said bonds, to the extent of the
130 amount stated in subsection (a) of this section, shall be used by the

131 Department of Transportation for the purpose of payment of the
132 following transportation costs with respect to the projects of the
133 Transportation Strategy Board hereinafter described and pursuant to
134 section 13b-57h of the general statutes, as amended by this act:

135 (1) New Haven-Hartford-Springfield commuter rail, pursuant to
136 subparagraph (B) of subdivision (3) of subsection (b) of section 13b-57h
137 of the general statutes, as amended by this act, not to exceed four
138 hundred million dollars;

139 (2) West Haven/Orange rail station, pursuant to subparagraph (A)
140 of subdivision (3) of subsection (b) of section 13b-57h of the general
141 statutes, as amended by this act, not to exceed thirty million dollars;

142 (3) Parking garages at New Haven Line stations, pursuant to
143 subparagraph (B) of subdivision (3) of subsection (b) of section 13b-57h
144 of the general statutes, as amended by this act, not to exceed fifteen
145 million dollars;

146 (4) Expand Shore Line East, pursuant to subparagraph (A) of
147 subdivision (5) of subsection (b) of section 13b-57h of the general
148 statutes, as amended by this act, not to exceed one hundred million
149 dollars; and

150 (5) Expand branch line service, pursuant to subparagraph (C) of
151 subdivision (2) of subsection (b) of section 13b-57h of the general
152 statutes, as amended by this act, not to exceed fifty million dollars.

153 (c) All provisions of section 3-20 of the general statutes, or the
154 exercise of any right or power granted thereby, which are not
155 inconsistent with the provisions of this section are hereby adopted and
156 shall apply to all bonds authorized by the State Bond Commission
157 pursuant to this section, and temporary notes in anticipation of the
158 money to be derived from the sale of any such bonds so authorized
159 may be issued in accordance with said section 3-20 and from time to
160 time renewed. Such bonds shall mature at such time or times not
161 exceeding twenty years from their respective dates as may be provided

162 in or pursuant to the resolution or resolutions of the State Bond
 163 Commission authorizing such bonds. None of said bonds shall be
 164 authorized except upon a finding by the State Bond Commission that
 165 there has been filed with it a request for such authorization which is
 166 signed by or on behalf of the Secretary of the Office of Policy and
 167 Management and states such terms and conditions as said commission,
 168 in its discretion, may require. Said bonds issued pursuant to this
 169 section shall be general obligations of the state and the full faith and
 170 credit of the state of Connecticut are pledged for the payment of the
 171 principal of and interest on said bonds as the same become due, and
 172 accordingly and as part of the contract of the state with the holders of
 173 said bonds, appropriation of all amounts necessary for punctual
 174 payment of such principal and interest is hereby made, and the State
 175 Treasurer shall pay such principal and interest as the same become
 176 due.

This act shall take effect as follows and shall amend the following sections:		
Section 1	<i>July 1, 2006</i>	13b-57h
Sec. 2	<i>from passage</i>	New section
Sec. 3	<i>from passage</i>	New section
Sec. 4	<i>July 1, 2006</i>	New section

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Joint Favorable C/R

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